

Iowa's Freight Advisory Council Meeting

August 1, 2012

Ankeny, Iowa

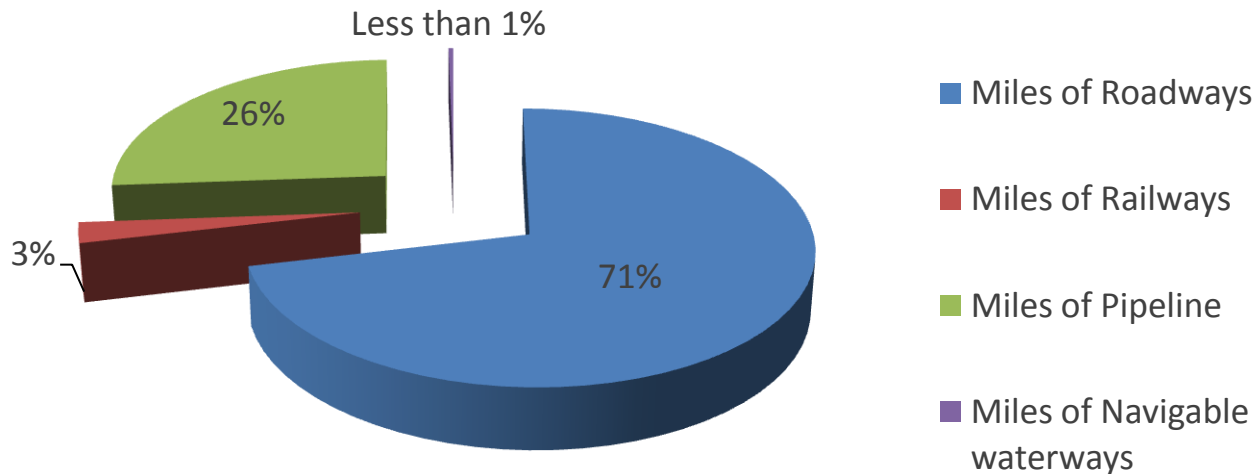
Meeting Overview

- Welcome / Introductions
- Roles and Responsibilities
- Selection of Chair and Vice Chair
- Iowa DOT Freight Clearinghouse Website
- MAP-21 Overview
- Issue Development
- Future Meeting Agenda Items
- Next Meeting

Freight in Iowa

The state of Iowa is part of an enormous economy that demands the efficient movement of freight. There is a growing need for adequate infrastructure to move freight safely, securely, and efficiently.

Iowa has an extensive freight network consisting of:



Freight in Iowa

Top Commodities Shipped Within, Into, and Out of Iowa for 2010:

- Grains – 145 million tons
- Gravel – 44 million tons
- Animal Feed – 35 million tons
- Coal – 27 million tons
- Nonmetal mineral products – 25 million tons
- Other foodstuffs – 23 million tons
- Other Ag products – 22 million tons

Iowa's Top Trading Partners:

- Top three domestic (into and out of Iowa) are: Minnesota, Illinois, and Wyoming
- Top three foreign exports are: Canada, Mexico, and Japan
- Top three foreign imports are: Canada, Mexico, and China
- Total Iowa manufactured foreign exports = \$10.8 billion in 2010; a 163% increase since 1999

Roles and Responsibilities

Council Purpose:

To provide a forum for the exchange of ideas and help the Iowa DOT better understand the complexities associated with freight movements to more effectively guide public investment in transportation infrastructure.

Goals for the Council:

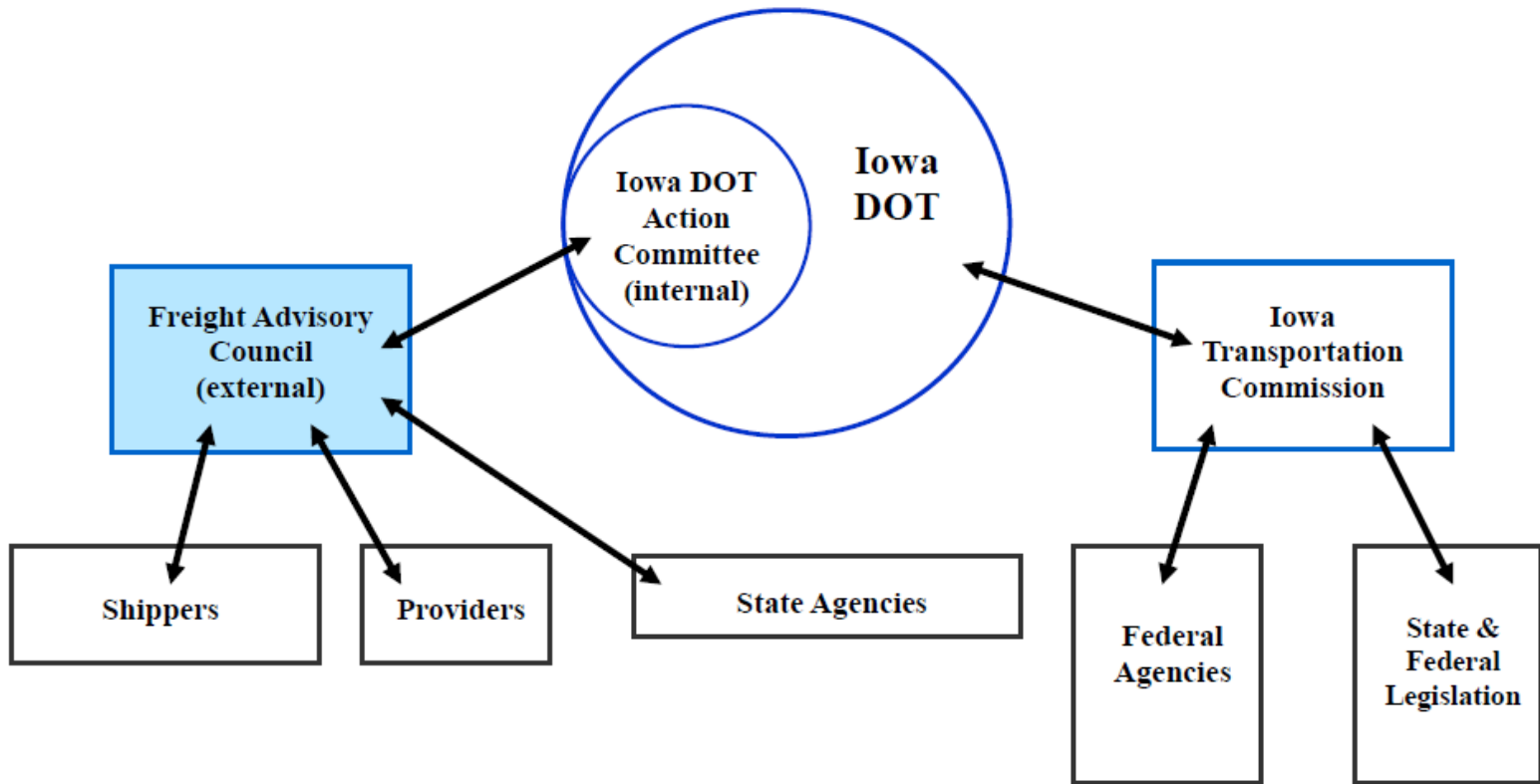
1. Gain a better understanding of how freight decisions are made at the private and public levels.
2. Investigate and evaluate ways the Iowa DOT can assist lowans in shipping and receiving goods by reducing transportation costs while at the same time increasing profitability.
3. Help shape the Iowa DOT's public policy.

Council Activities

The council will assist the Iowa DOT in addressing a wide array of freight movement issues important to Iowans and will serve as a discussion and advisory forum to:

- Provide an arena for statewide working sessions designed to move Iowa forward in improving the efficiency and safety of our freight movements.
- Help identify where inefficiencies exist.
- Help with the development of modal plans and the state long-range transportation plan.
- Help to interact with other states to take a regional perspective in addressing freight issues.
- Provide input to the development of Iowa DOT's freight plan.
- Provide insight on possible freight policies and strategies.
- Help the Iowa DOT identify other issues/concerns in the freight industry

Freight Advisory Council Framework



Framework

Organization:

- The council will help decide what specific topics/issues they would like to address at future meetings.
- Information and materials will be sent to members in advance of each meeting.
- A freight area on the Iowa DOT's website will be created to share/communicate information.
- Meet on a quarterly basis – April, July, October, January.
- Meetings held at a central location (TBD).

Meeting Facilitation:

- Initially, the Council will elect a chair and vice chair (one-year term).
- Meetings facilitated by the Council chair.
- Vice chair will assume the chair position the following year and a new vice chair will be elected.
- Meeting arrangements (date, time, place, notices, etc) all handled by the Iowa DOT.

Framework

Membership:

- The Council shall consist of approximately 20 non-governmental members.
- Members shall be appointed/invited by the Iowa DOT.
- Members shall serve a four-year term (terms beginning July 1st, ending June 30th).
- Members absent without good cause from three consecutive meetings will be deemed vacant and shall be replaced.
- Members shall have one vote each to cast during attendance at any general or specific meeting.

Selection of Chair and Vice Chair

- Chair =
- Vice Chair =

Proposed Iowa DOT Freight Website

The screenshot shows a web browser window titled "Iowa Department of Transportation - Windows Internet Explorer". The address bar shows the URL "P:\data\craig\Iowa Department of Transportation.mht". The browser's menu bar includes "File", "Edit", "View", "Favorites", "Tools", and "Help". The browser's toolbar includes "McAfee" and "Iowa Department of Transportation" tabs. The website header features the "iowa.gov" logo, "Agencies", "Online Services", and a search bar. The main navigation bar includes "INDEX" and "DOT Home | About | Phone Book | Contact". The main content area is divided into several sections:

- Navigation:** AVIATION | HIGHWAY | PUBLIC TRANSIT | RAIL | TRAILS (highlighted with red arrows)
- DOING BUSINESS:** Consultant Resources, Contractor's Corner, Forms, DBE, Purchasing
- MOTOR VEHICLE:** Drivers License Stations, Iowa's OWI Law, Iowa Driver's Manual, Register Motor Vehicle, Personalized Plates
- TRAVEL INFORMATION:** Traffic Incident Reports, Maps, Road Conditions, Road Work, Weather
- News and Info:** Service restored at Linn County Treasurer's Office, Proposed improvement of Iowa 934 (University Avenue) in Waterloo/Cedar Falls to be discussed Aug. 7
- Recent Job Postings:** PROGRAM PLANNER 1 at Story County
- Hot Topics:** Iowa DOT your in! Have 3 r Take our users' o survey.
- PUBLICATIONS:** Iowa Driver's Manual, Transportation Improvement Program, Need Answers (pdf)
- TRANSPORTATION PROJECTS:** Project-related Public Meetings, I-380 reconstruction website, I-29 Improvement Project, I-80 Council Bluffs Interstate Project

A weather widget for Des Moines, IA shows the date "Jul 28, 2012 02:51 PM", temperature "92.8°F", humidity "35%", wind "N/A", and pavement "122.2°F". The website footer includes "Done", "start", and "Local intranet".

Possible Website Contents

- Freight facts
- Iowa DOT staff contact information
- Freight data sources/links
- Freight related documents/reports
- Freight Maps
- Programs related to freight
- Links to various freight related websites
- Freight Advisory Council
 - Membership list
 - Meeting minutes
 - Meeting agendas
 - Presentations
- Other ideas?

Proposed National Freight Policy, Network & Plan: MAP-21

Summary

- MAP-21 signed into law July 6, 2012
- Extends SAFETEA-LU for the final three months of FFY 2012
- Authorizes surface transportation programs with program restructuring for FFY 2013 and FFY 2014

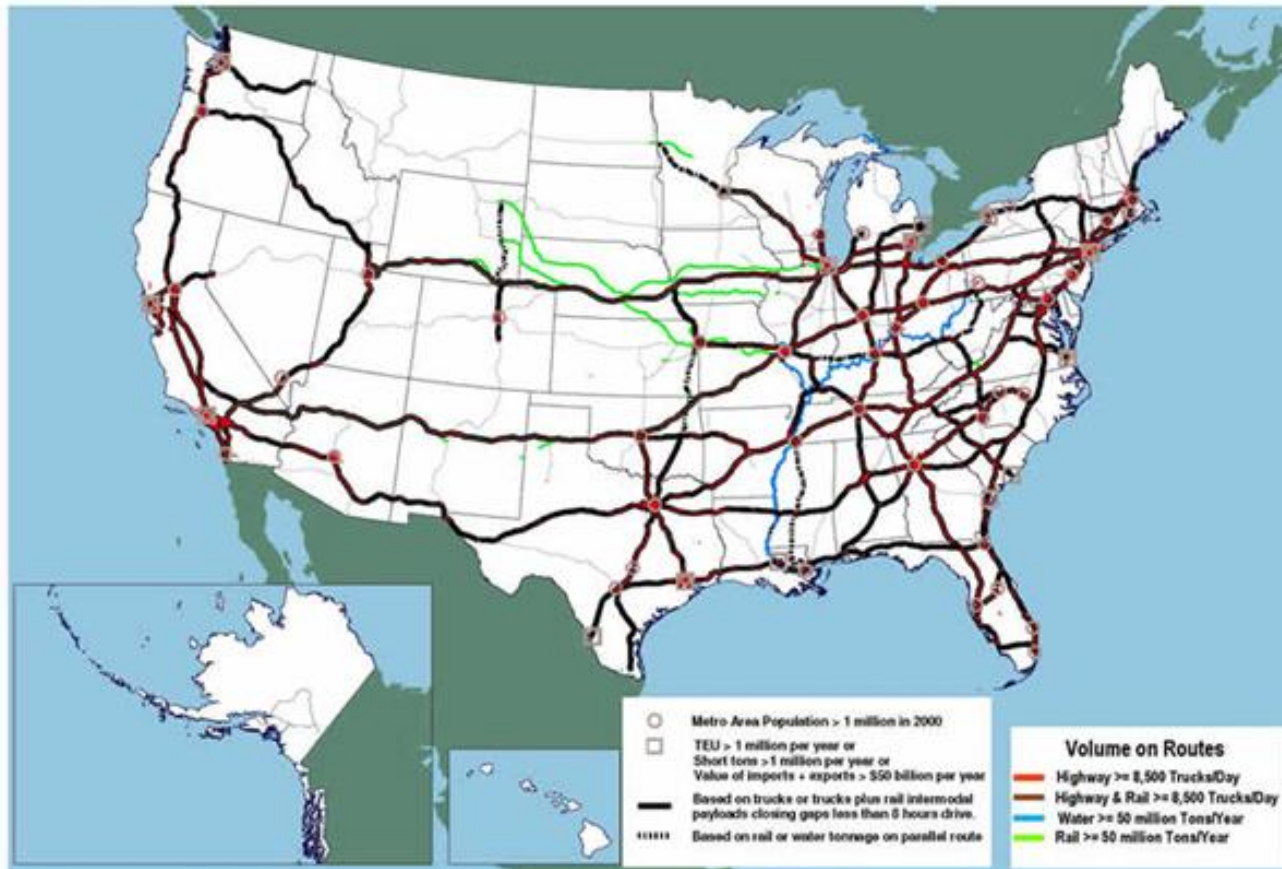
Finance and Revenue

- Extends highway-related taxes through September 30, 2016
- Provides additional revenue to fund MAP-21, \$21.2 billion
- Federal-aid highway programs – maintains current funding level for FFY 2012 and FFY 2013 with small inflation growth for FFY 2014.
 - FFY 2013/2014 apportionments based on FFY 2012 apportionments
- Projects of National and Regional Significance
 - \$500 million for FFY 2013 from General Fund
 - No funding for FFY 2014 at this time

National Freight Policy

- **Purpose:** Map-21 does not include a separate freight program, but it does create a National Freight Policy designed to improve the condition of the National Freight Network.
- Two of the main items included requires the US DOT Secretary of Transportation to:
 - Establish a National Freight Network not later than 1 year after enactment
 - Develop a National Freight Strategic Plan not later than 3 years after enactment

Proposed National Freight Network



- Since 2008, FHWA has presented a National freight network of approx. 27,000 miles. This system includes:
 - 1.) Corridors that carry 8,500 trucks per day or more.
 - 2.) Includes corridors with volume gaps of less than 8,500 trucks per day that are less than 440 miles in length.
 - 3.) Corridors that parallel bulk freight corridors (it also includes rail lines and waterways with 50,000 more tons moved per year).

Iowa/Surrounding Region

- Iowa makes up approximately 306 miles of the proposed 27,000 miles of the National Freight Network
- Iowa is also a part of the MAFC - Mid America Freight Coalition, which includes nine other states besides Iowa (MN, WI, MI, IL, IN, OH, KS, MO, KY)
 - Together these 10 states have nearly 7,000 miles of the proposed 27,000 miles of the National Freight System.
 - About 56% of the Nation's total truck tonnage runs through and in these states on just over 26% of the proposed National Freight Network.

*Corridors such as I-35 through Missouri and Iowa provide significant national connectivity, but fail to meet the requirement of such high truck volumes (8,500 or over 50 million tons per year), would not be included as a part of the National Freight Network, making them ineligible for prioritized National Freight Network Funding.

National Freight Strategic Plan

- Purpose:
 - Requires the US DOT Secretary to detail the long-term vision for freight and surface transportation programs through a surface transportation and freight strategic plan.
 - Geared toward accomplishing specific goals such as:
 - Assesses the condition and performance of the National Freight Network
 - An identification of highway bottlenecks on the National Freight Network that create significant congestion problems
 - Forecasts freight volumes over a 20 year period
 - Strategies to improve freight intermodal connectivity
 - Identifies best practices for improving the performance of the National Freight Network.

Plan Updates:

- Five years after the date of completion of the first National Freight Strategic Plan, and every five years thereafter, an update will be done.
- A report that contains a description of the conditions and performance of the National Freight Network in the US will be done.

Proposed Freight Provisions

- **State Freight Plans:**
 - Encourages each state to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.
 - This plan may be separate or included in the State's Long Range Plan
- **State Freight Advisory Councils:**
 - Each state is encouraged to establish a freight advisory committee consisting of a representative cross-selection of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State and local governments.
- **Federal Matching Formula:**
 - Allows the US DOT to increase the federal share from 90% to 95% for freight projects on the Interstate and from 80% to 90% for any other freight projects if they are in a state freight plan and can demonstrate progress toward meeting performance targets for freight movement.

Other Proposed Freight Provisions

- Additional Components:
 - Truck size and weight study – Nov 15, 2014
 - Hours-of-service study -- Sept 30, 2013
 - Electronic logging devices for hours of service – rule within 1 year of enactment, use of device within 2 years of rule
 - Commercial motor vehicle parking survey – April 1, 2014
 - Freight conditions and performance report – Oct 1, 2024
 - Drug and alcohol clearinghouse – Oct 1, 2014
 - Commercial vehicle information system and network

Rail

- No rail title included in MAP-21, but will not have significant impact on Iowa's rail operations.
- MAP-21 continues the set aside for highway-railway grade crossing improvements based on the SAFTEA-LU formula.

Iowa's Freight Issue Examples

This council will assist the Iowa DOT in addressing a wide array of freight issues/obstacles important to Iowans.

Infrastructure:

- Limited intermodal connections.
- Deteriorating infrastructure.
- Congestion/capacity challenges.

Operations:

- Congestion/capacity challenges.
- Roadway geometry issues at intersections related to the length of turbine blades.
- Labor (driver shortage).
- Weight considerations for carriers switching to CNG.
- Reasonable access to CDL testing facilities.

Regulations:

- Hours of service.
- Truck size and weight.
- Rail regulation.
- Integrated county and local permitting.
- Oversize / overweight permitting.

Iowa's Freight Issue Examples

Financial:

- Transportation funding.
- Energy costs and their relationship to freight.
- Economy.

Research and Education:

- Factors influencing freight modal shifts.
- Lack of empty containers for use in Iowa.
- Lack of engagement by stakeholders

Etc:

- Impacts from new industries like biofuels and cellulosic.
- Development of infrastructure to support use of compressed natural gas (CNG) along commercial corridors.

Next Meeting

Future Meeting Agenda Items

Next Meeting

--date

--time

--place

Thank you!